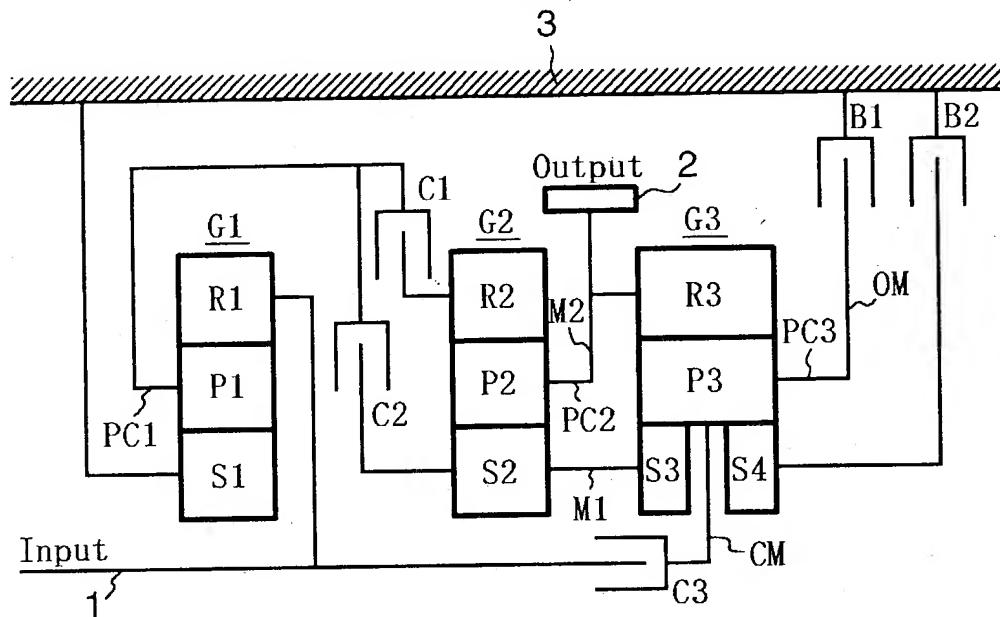


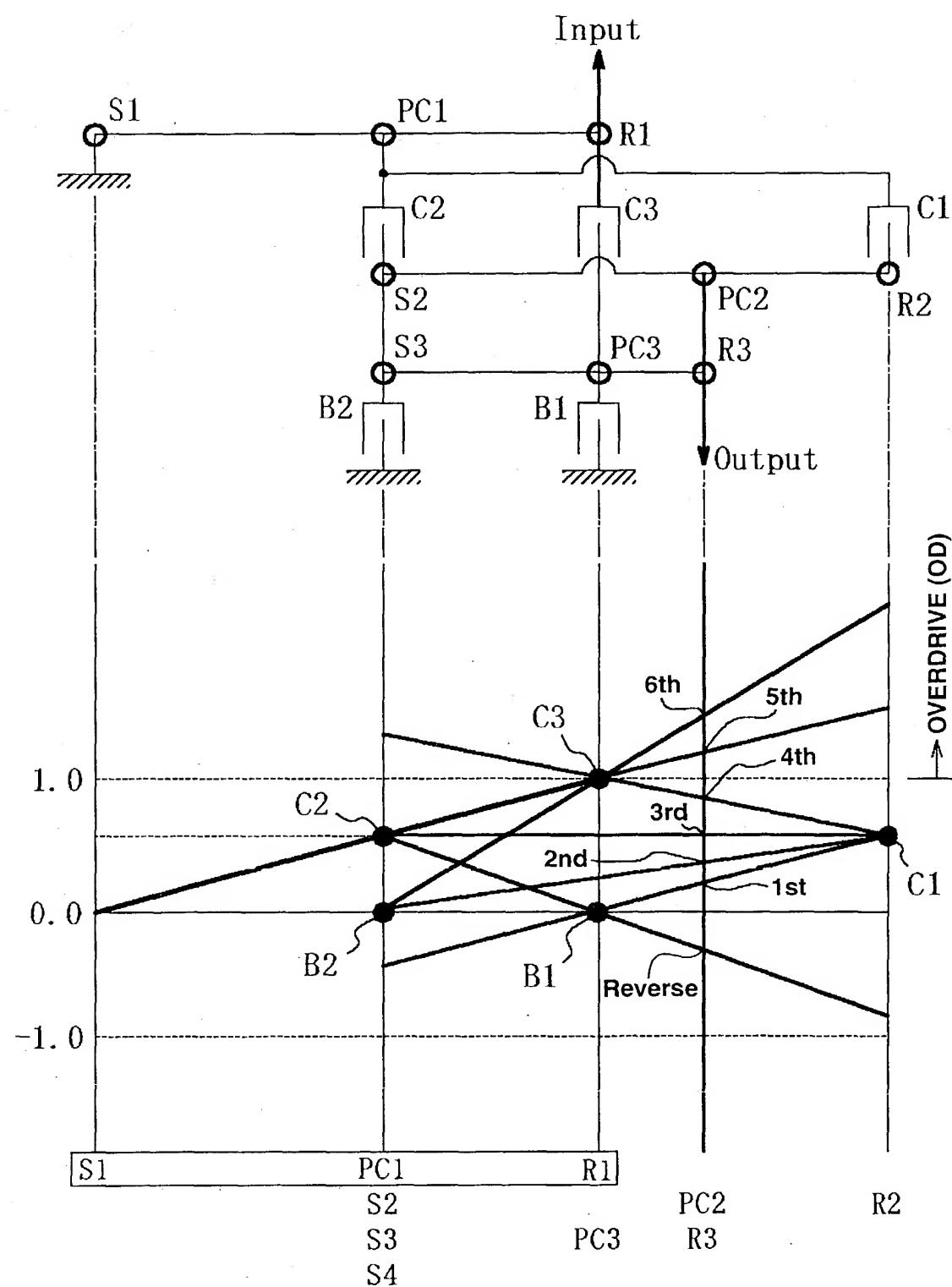
**FIG.1**



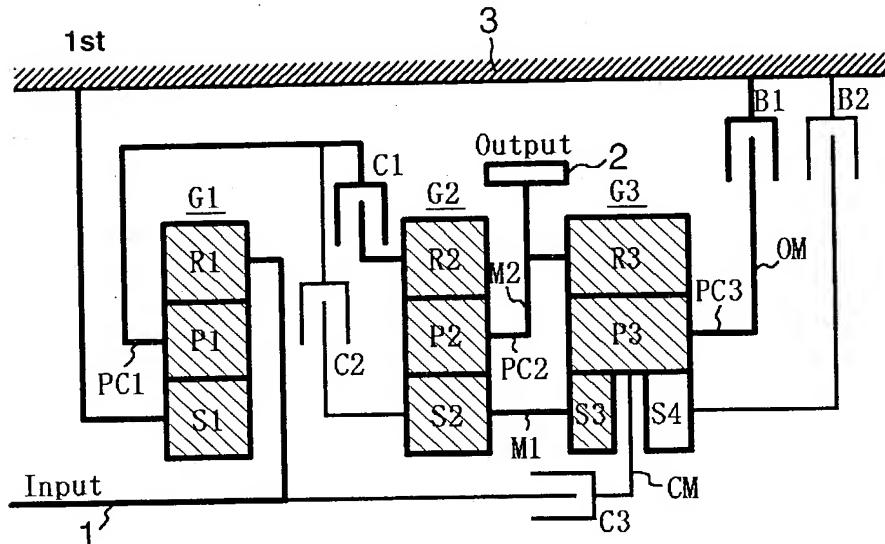
**FIG.2**

GEAR RATIO		FRICITION ELEMENT		C1	C2	C3	B1	B2	5.5	6.0	6.5	7.0
FORWARD	1st	○					○		4.060	4.260	4.583	4.782
	2nd	○						○	2.192	2.360	2.500	2.773
	3rd	○	○						1.538	1.600	1.677	1.818
	4th	○			○				1.153	1.164	1.170	1.205
	5th		○	○					0.891	0.870	0.862	0.824
	6th			○				○	0.741	0.714	0.714	0.678
	REVERSE			○			○		4.396	4.000	4.167	3.828
							$\alpha_1$	0.350	0.375	0.400	0.450	
							$\alpha_2$	0.350	0.400	0.400	0.475	
							$\alpha_3$	0.425	0.475	0.500	0.525	

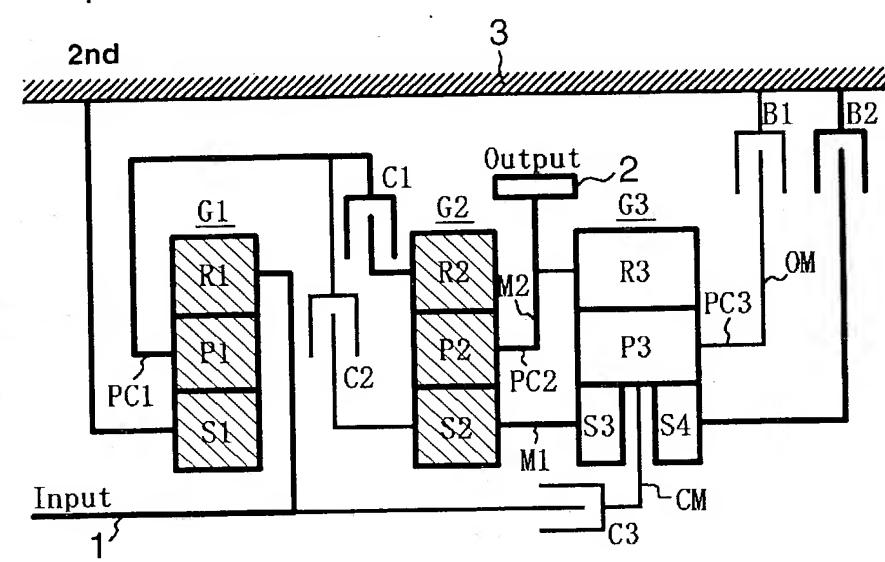
**FIG.3**



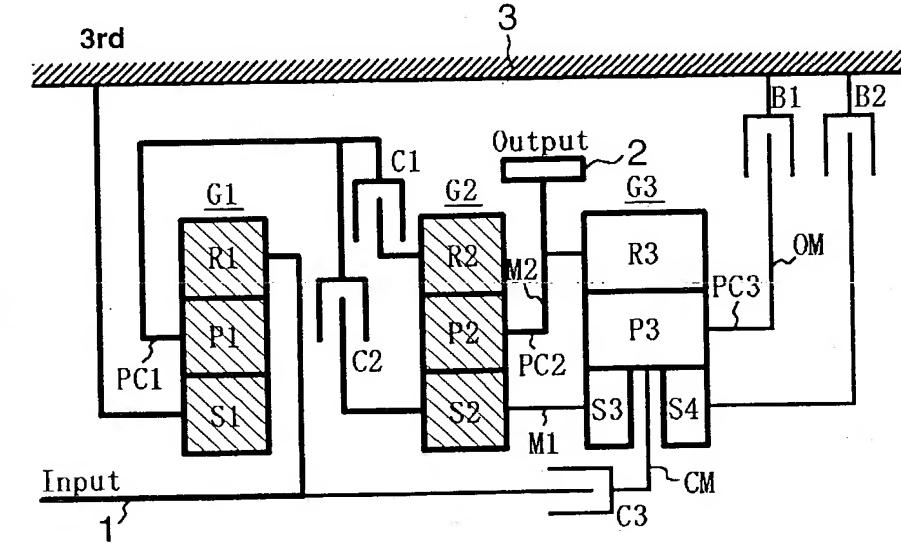
**FIG.4A**



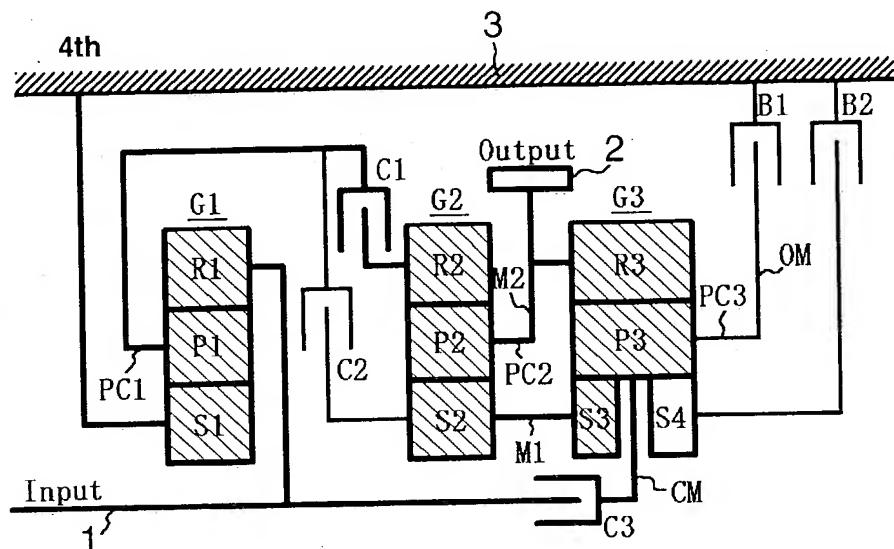
**FIG.4B**



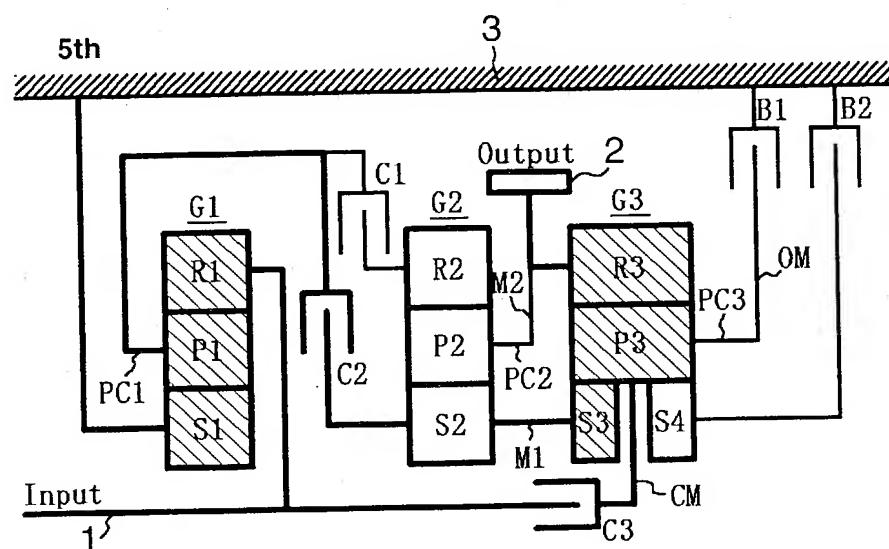
**FIG.4C**



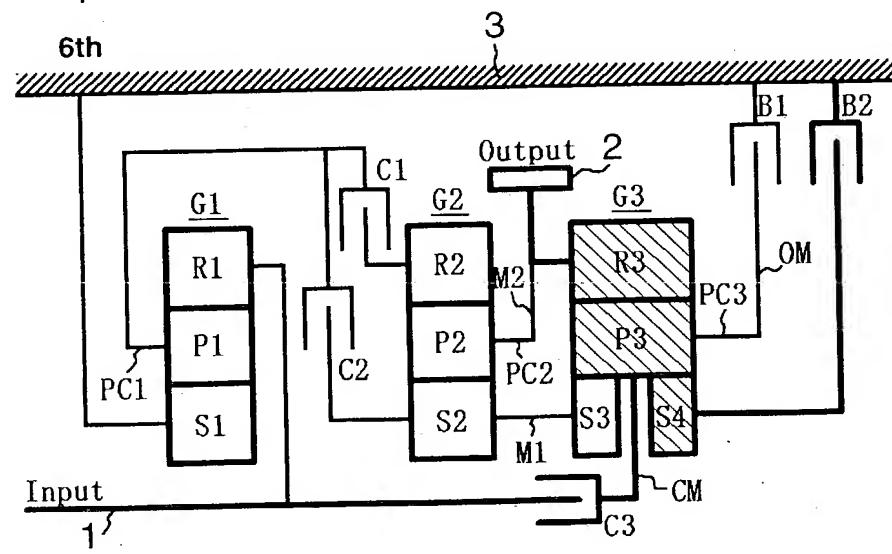
**FIG.5A**



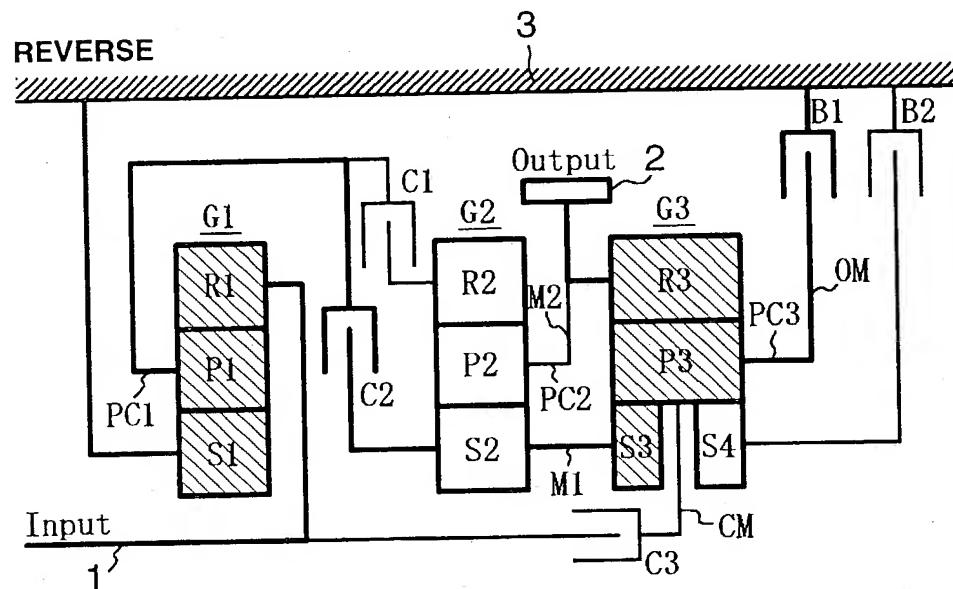
**FIG.5B**



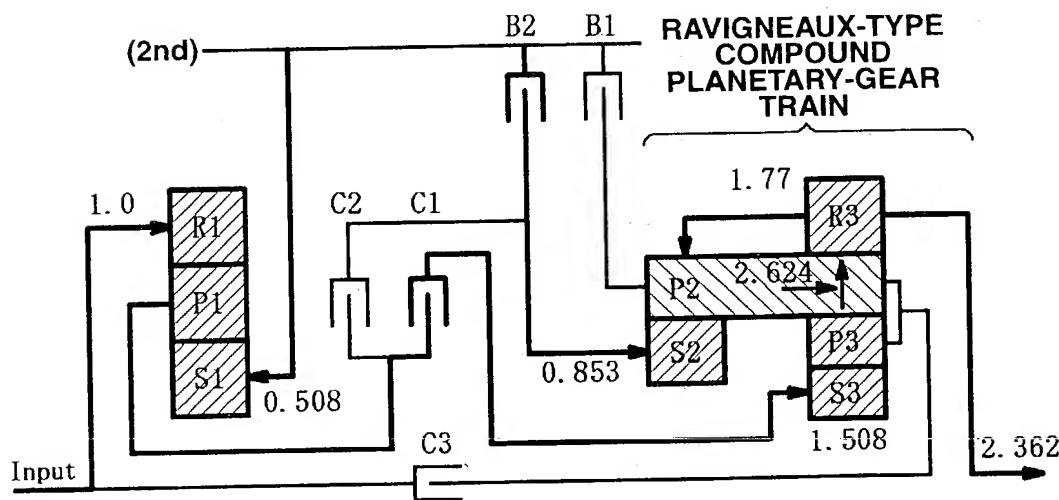
**FIG.5C**



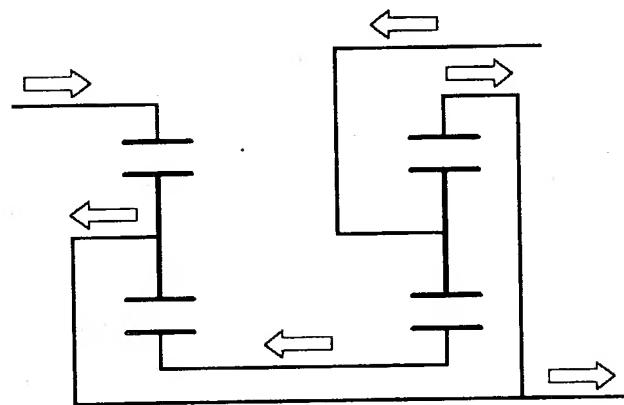
**FIG.6**



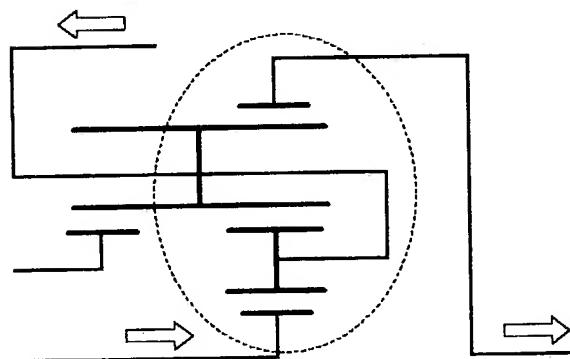
**FIG.7**



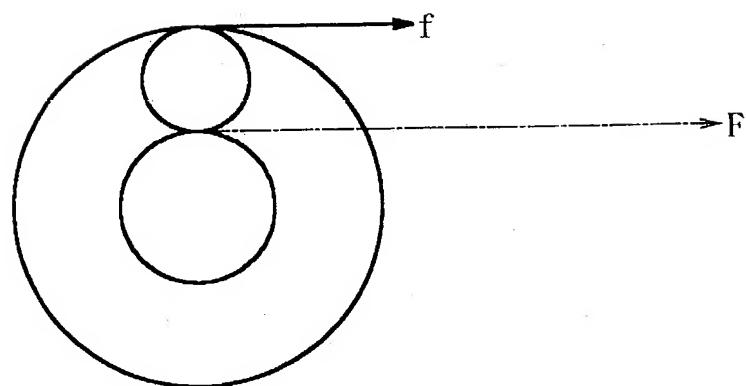
**FIG.8A**



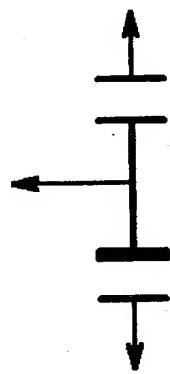
**FIG.8B**



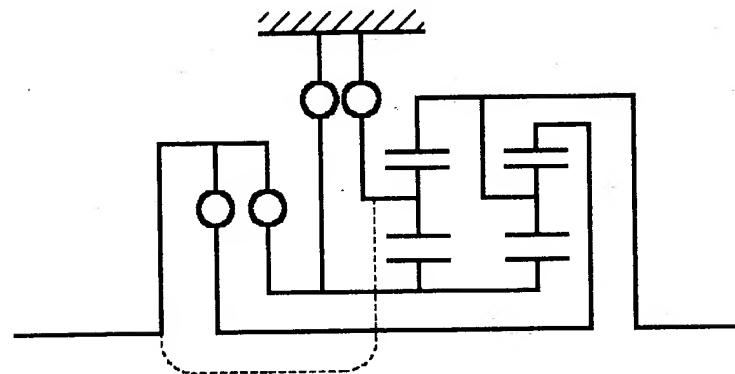
**FIG.9**



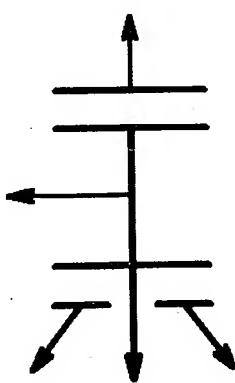
**FIG.10A**



**FIG.10B**

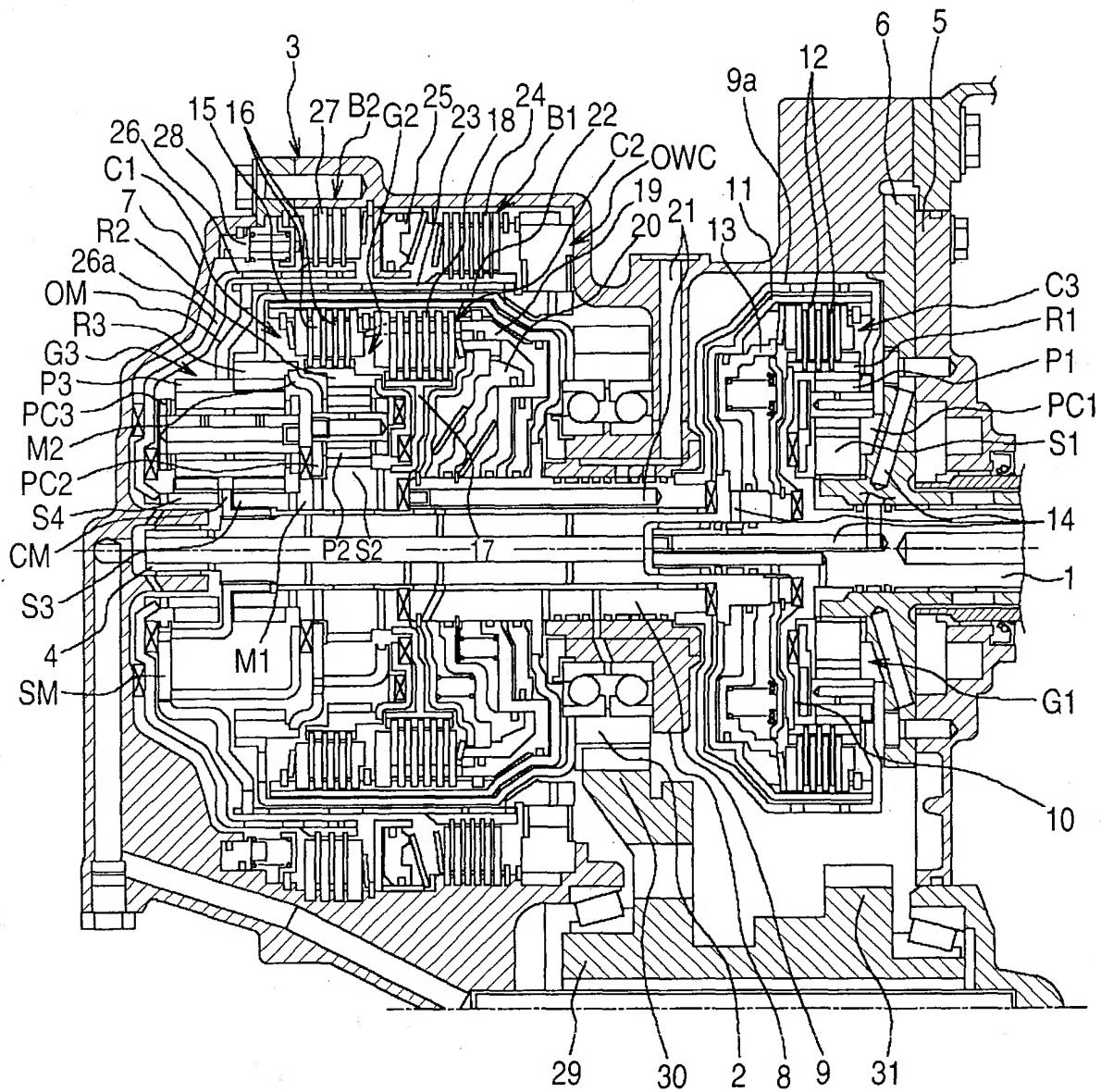


**FIG.10C**

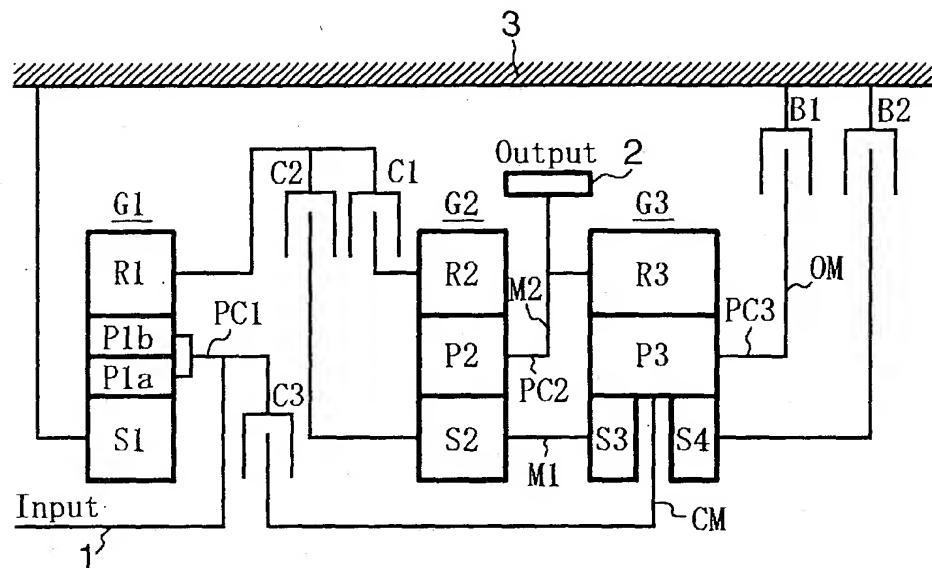


**FIG.11**

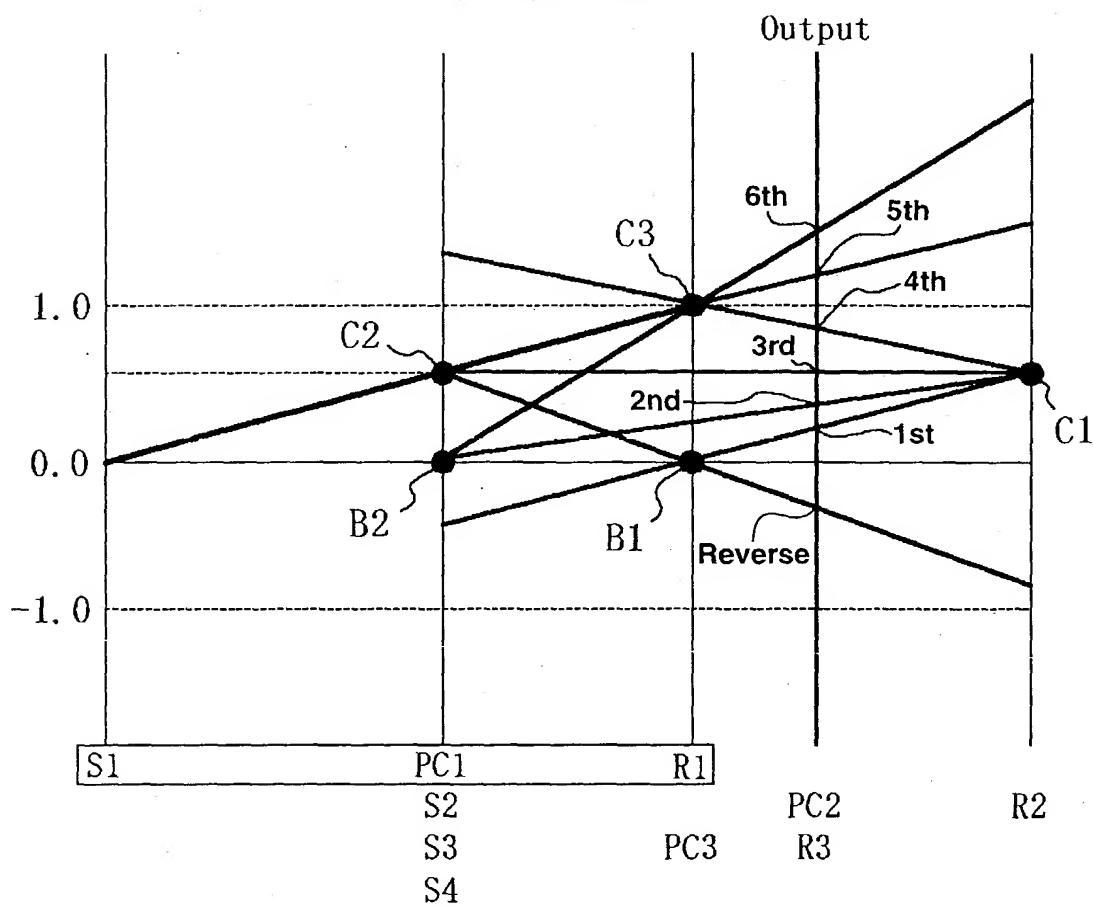
**FIG.12**



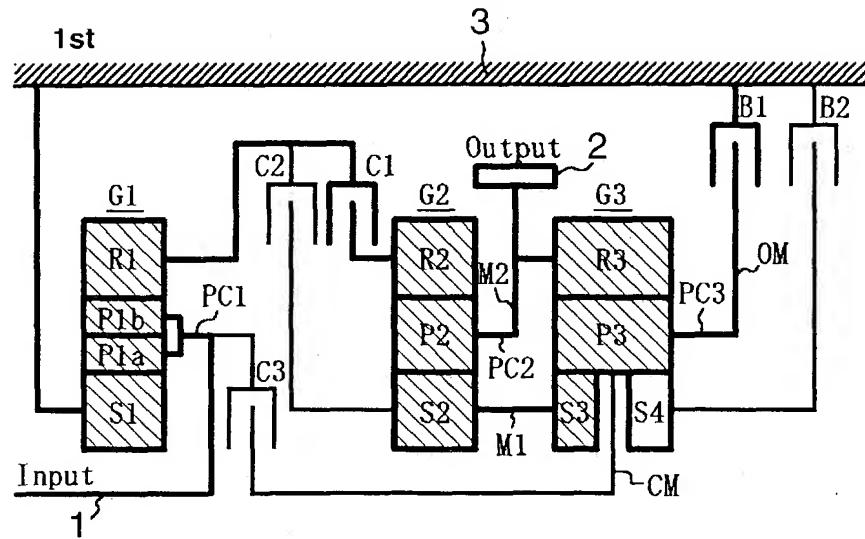
**FIG.13**



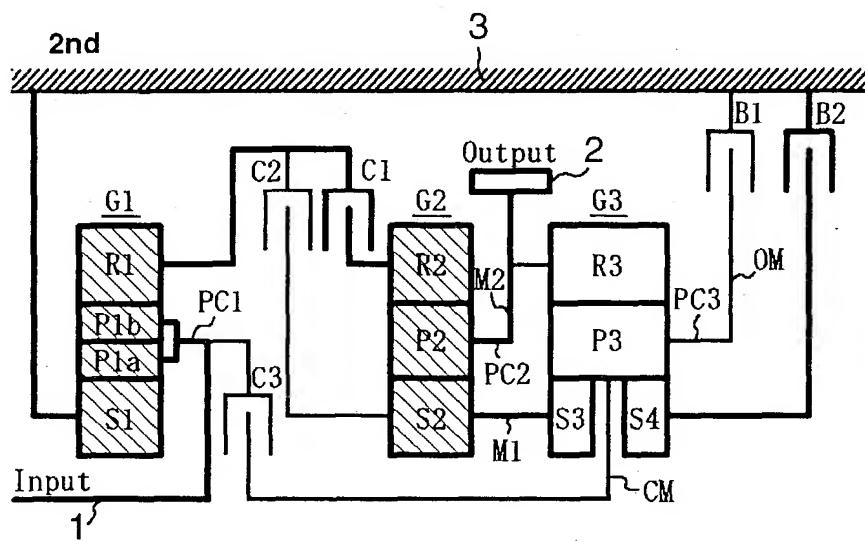
**FIG. 14**



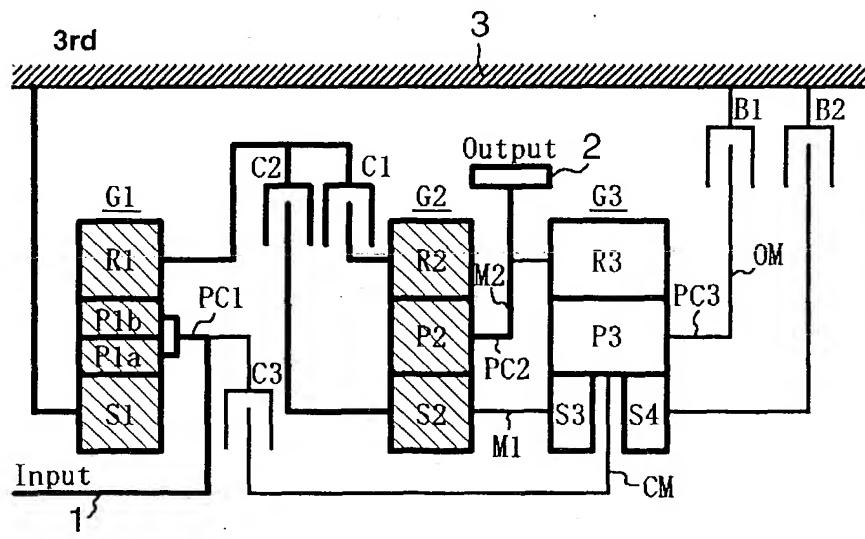
**FIG.15A**



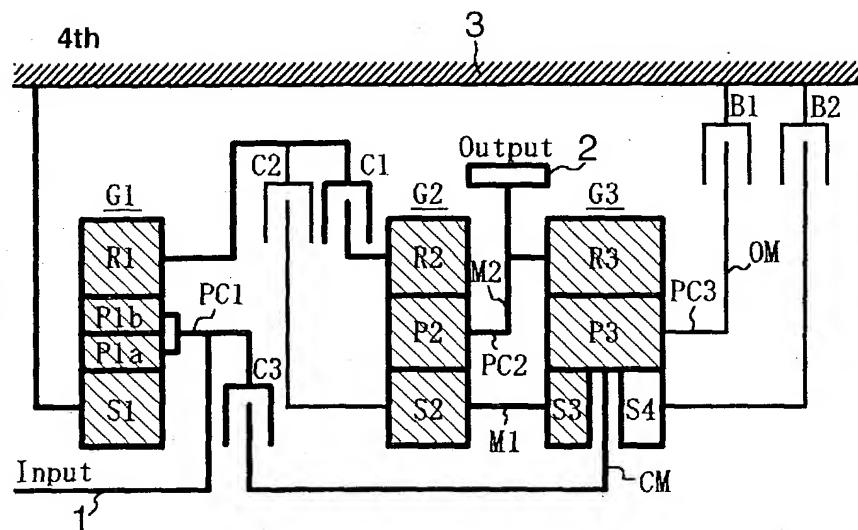
**FIG.15B**



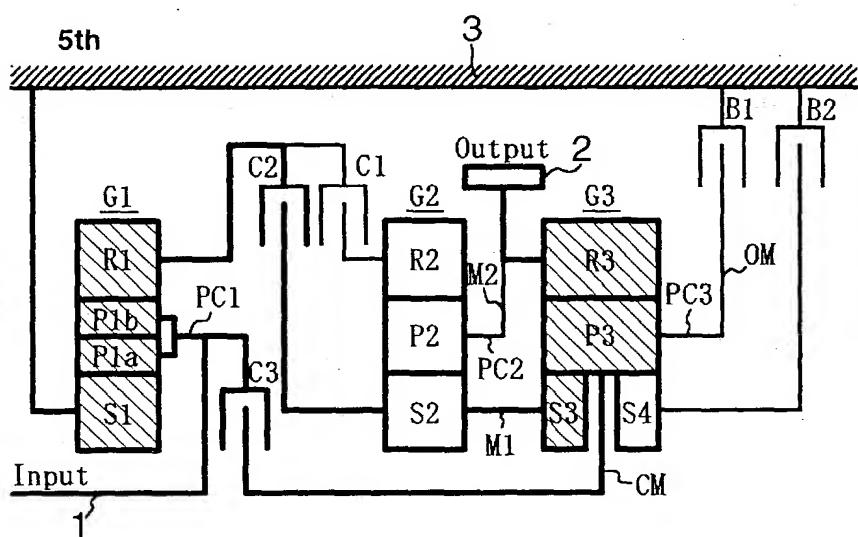
**FIG.15C**



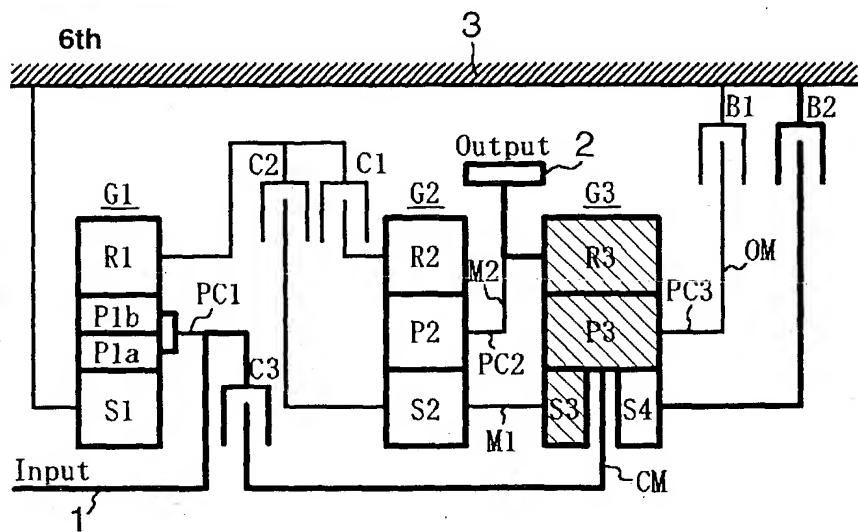
**FIG.16A**



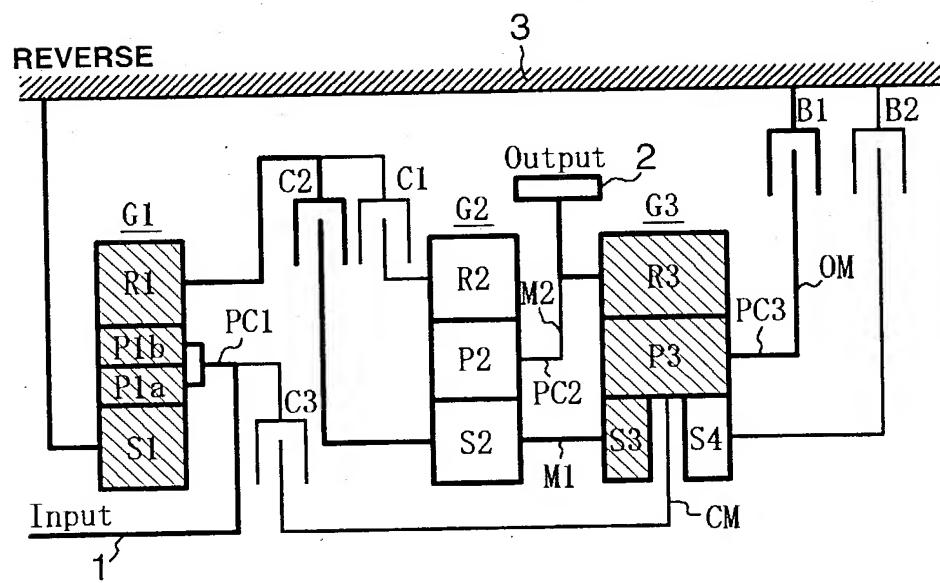
**FIG.16B**



**FIG.16C**



**FIG.17**



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